MEMO

DATE: February 3, 2005

TO: Transportation and Communications Committee

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SUBJECT: Inland Empire Mainline Railroad Study

SUMMARY:
The overall purpose of the Inland Empire Mainline Rail Study is to examine current train volume and operating conditions and forecast rail traffic for the years 2010 and 2025, including freight, Metrolink, and Amtrak trains, on the mainline rail network extending from Colton east to Indio and north to Barstow.

BACKGROUND:
This study builds upon the Los Angeles-Inland Empire Mainline Rail Study completed in October 2002 by SCAG, which examined the mainline rail network from downtown Los Angeles east along the Union Pacific and BNSF lines to Colton in San Bernardino County. The overall purpose of the Inland Empire Mainline Rail Study is to examine current train volume and operating conditions and forecast rail traffic for the years 2010 and 2025, including freight, Metrolink, and Amtrak trains, on the mainline rail network extending from Colton east to Indio and north to Barstow. Based upon this forecast, the study will then examine potential alternatives for accommodating future traffic. In doing so, the study will examine all opportunities for increasing rail traffic volume, improving efficiency and reliability, and reducing delay. Furthermore, the study will determine the costs associated with recommended infrastructure improvements.

To date, an interim report has been produced which summarizes existing and likely future train volumes in 2010 and 2025 under baseline conditions, rail freight traffic patters, and documents railroad infrastructure required to handle expected train volume in 2010 and 2025 (completed June 2004).

Work currently in progress includes conducting alternatives analysis for accommodating future growth, analyzing railroad-related emissions, and working with the railroads to obtain their input.

The alternatives will be ranked based on the costs and benefits derived from each scenario. In deriving these rankings, the study will take into consideration factors such as the costs of specific rail infrastructure improvements needed to implement each alternative, as well as rail-related emissions and vehicular delays resulting from each alternative. This ranking will provide a basis from which to recommend a preferred alternative for accommodating future rail traffic that represents the optimal combination of costs and benefits to both the public and private sector.

This study is expected to be completed by June 30, 2005.

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